

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,863 號叁十陸百捌千叁萬壹第 日式十貳月柒年捌十二緒光 HONGKONG, MONDAY, AUGUST 25TH, 1902. 壹有禮 號伍十貳月捌年貳零百九仟壹英港香 PRICE: \$4 PER MONTH

GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.

INTIMATION

A. S. WATSON & CO., LIMITED.

BREWED GINGER BEER

IN STONE BOTTLES.

THE GINGER BEER we supply is prepared in our well known factories from the freshest and best ingredients, and holds the unique position of being the only GINGER BEER in the Colony that is really BREWED.

Of the highest standard of excellence and purity, our GINGER BEER forms a most refreshing and health-giving beverage.

Per Doz.

Price (in Stone Bottles).....\$1.75.

One Dollar per dozen is allowed for the bottles when received back at our factories in good condition.

A. S. WATSON & CO., LIMITED.

LIMITED.

BREWERS OF GINGER BEER AND

BRATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous or signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Peking. Codes: A.B.C. 50424. Liberty. P.O. Box, 33. Telephone No. 12.

BIRTHS.

On the 14th August, at Tientsin, the wife of G. BURLAND, of a son.
On the 18th August, at 193, Miller Road, Shanghai, the wife of G. H. ROSE, of a son.
On the 19th August, at No. 30, Nanjing Road, Shanghai, the wife of J. J. JONES, of a son.

DEATHS.

On the 17th August, at Berlin, CARL WILCK, aged 68 years.
On the 19th August, at the Shanghai General Hospital, ELIZABETH, the wife of Ed. G. WILSON, aged 52 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th August, 1902.

On the 8th April last a convention was signed at Peking by M. LESSER, Russian Minister to Peking, on the one hand, and Prince CHING and WANG WEN-SHAO, on the other, whereby Russia agreed to withdraw in the course of six months after the signature, her troops in the south-western portion of Moukden as far as the Liao River, and to restore the railway to China; to withdraw within the next six months her troops from the remainder of Moukden and from Kirin; and to withdraw the following six months the rest of her troops in Heilung-kiang. The terms of this convention as published first from Chinese sources and afterwards in the St. Petersburg Official Messenger coincided, so that there can be no doubt of their accuracy. According to the agreement therefore, the first portion of Manchuria, the south-western part of the "province" of Moukden or Shingking, should be completely evacuated by the 8th October. It is hardly necessary to state that no news of this evacuation proceeding has reached us. We have alluded on several occasions to a ridiculous assurance given at the end of June by Count Cassini to the Government to which he is accredited as Minister at Washington that Manchuria had then been evacuated. What Count Cassini meant, we do not profess to fathom; but for the circumstantial

nature of the report we should have been inclined to treat it as an invention. Russia had not bound herself to evacuate Manchuria by the end of June, but only a small part of the whole province by the 8th October; and Russia is not wont to let her performance exceed her promises. The telegram which we publish from our London correspondent to-day puts a very different complexion on affairs. According to the London Standard's representative at Odessa, the question of evacuating Manchuria, despite any convention, is looked upon by Russia as quite unsettled. It depends upon whether Russia decides to continue in occupation of the right or southern bank of the Amur River or to abandon it, it being thought that Russia's position will prove perilous if she retires across the Amur. What then, it may be asked, becomes of the Manchurian Convention? It is true that the Peking Government was warned that the convention would be voided in event of misbehaviour on the part of the Chinese, and it was felt that such a warning was intended to give Russia an opportunity of breaking faith with a show of justification. China was of course powerless to make the proper retort. The Tsar had given "a new proof of his love of peace and of his sentiments of friendship toward His Majesty the Emperor of China," as the convention so nicely phrased it, and if he proceeded at once to show that the new proof was as valueless as the old, China alone could not insist on the observance of the treaty. It is now believed in official circles in St. Petersburg that Russia will formally annex the whole of the right bank of the Amur River as far as the Khingan mountains, the border range of Mongolia, wherein the source of the Amur is to be found. It may be remembered that after the infamous massacre of Blagovestchensk a large extent of the right bank was, without previous sanction from St. Petersburg, declared Russian territory with a grim mockery of a religious service of thanksgiving for the "victory" achieved. Officially, however, Russian soil still ends north of the Amur River, where MURAVIOV fixed it in 1858 by the treaty of Aigun. This defect it is apparently proposed to remedy by retaining the whole of the right bank of the Amur. It would be interesting to know in what way official circles at St. Petersburg consider that Russia's position will be rendered less "perilous" by getting rid of a boundary formed by a strong natural feature such as the Amur. Doubtless the annexation of the whole of the Heilung-kiang division of Manchuria would make St. Petersburg officials feel much safer. The precautionary extension of the Siberian frontier might thus be continued indefinitely. There is only one thought which might occur to interrupt so pleasant a reverie about the expansion of the Tsar's dominions, and that is: What about the Powers which have great legitimate interests in Manchuria? China was urged on by certain nations to reject various drafts of the Manchurian convention and only finally signed an agreement in which Russia made many fair promises. The commercial Powers will merely stultify their previous conduct if they now resign themselves to seeing the convention of April, 1902, torn up and Russia given a free hand to absorb at her leisure as much of Manchuria as she chooses. Russian good-faith has long been a byword in the Far East. The Manchurian negotiations are likely to make its name still more odious if the matter has to be settled between Russia and China alone.

One case only of plague was reported during the day ending at noon on Saturday.

H.E. the Governor, Sir Henry A. Blake, and party are likely to arrive in the Colony about the 9th prox. by the C.P.R. liner then due.

The sale of Waters which should have taken place on Saturday has been postponed till Friday next, at 5.30 p.m., on the Polo Ground, Causeway Bay. Messrs. Hughes and Hough are the auctioneers.

His Honour A. G. Wise has been appointed Chairman, and Mr. F. J. Budeley member of the Squatters' Board. The other members are the Hon. W. Chatham, Mr. C. McI. Messer, and Mr. J. H. Kemp.

Members of the Hongkong Jockey Club who are desirous of subscribing for China ponies for the forthcoming Race Meeting, and who have not already sent their names in, are asked to communicate with Mr. A. S. Anton, Acting Clerk of the Coms.

At the Magistracy on Saturday, Mr. F. A. Hazeland, Police Magistrate, gave his decision in the enquiry held by him into the circumstances attending the recent fire in a medicine shop at 293, Queen's Road. His Worship decided that the evidence adduced did not justify the issue of a warrant against the proprietors.

We have received No. 3 of the magazine Der Ferns Oelen, the German edition of the bilingual publication of which the English edition is known as The East of Asia. We have already noticed the latter's second number, so that we need say no more than that its German contemporary is equally excellently planned and carried out.

The British second-class cruiser *Arcturion* and the American transport *Buffalo* arrived from Shanghai on Saturday.

The U. S. revenue cruiser *Negros*, one of the ten being built for the U. S. Philippines Government by Messrs. S. C. Farnham, Boyd & Co. of Shanghai, went on a successful official trial trip on Monday last.

The fifth number of the *Ocean Magazine* has come to hand. It keeps up its reputation as a cheap, readable publication. Among the more notable items are an account of the annual prize-firing up North and a sketch called "Shorty's Typhoon."

A despatch received in Japan from Fusan, Corea, on the 13th inst. states that some French marines came into collision with a number of Japanese coolies on the previous night and nine of the latter were injured. The coolies attacked the marines on the following day by way of revenge and fatally injured one of them.

The *Universal Gazette's* Peking correspondent reports that the Wai Wu Fu has recently informed the foreign Ministers at Peking to the effect that the quarantine regulations now in force at the Treaty Ports are too arbitrary for the Chinese to endure, and that they are requested to take immediate steps to have these regulations relaxed.

The return of deaths in the Colony during July shows a total of 707, made up of 32 in the European and foreign community (28 civilians, 3 Army, 1 Navy) and 675 Chinese. 182 deaths were from plague, 136 from chest affections, 28 from malarial fever, and 25 from cholera. Plague was worst in No. 9 health district, where 44 deaths occurred. The death-rates in the principal registration districts were:—British and foreign civil community, 34.2 per 1,000 per annum; Chinese, Victoria, land 31.6, harbour 20.1; Chinese, whole Colony, land 23.8, boat 20.6, land and boat 27.6; whole civil community, 27.8.

Judgment was given in Edinburgh on the 21st ult. in a libel action brought against the *Glasgow Daily Record*, by Robert McPeck, of Belfast who claimed £1,000 damages for libel. The alleged libel was a reference to the plaintiff as an ex-Boer General, who had fought with the Irish Brigade. Defendants contended that plaintiff had in a conversation and on the platform stated that he fought with the Boers. Plaintiff said he never fought in the war. In consequence of the article he found difficulty in getting work. Cross-examined, plaintiff admitted having said that he had learned to ride and shoot, and had held an important position in the Boer army. A verdict was returned for the defendants.

A dangerous and annoying practice with regard to which several complaints have been made of late is that indulged in by some persons of throwing things from house-verandahs at people passing on the streets below. On Friday at midnight while two Europeans were walking up Wyndham Street on their way home, one of them was hit on the head by a mango thrown apparently from the verandah of a boarding-house there, knocking off his straw hat and bruising his temple. The seriousness of this offence can hardly be too much insisted upon: the European in question narrowly escaped a possible injury to his eyesight. Last night, again, the European occupant of a rickshaw was struck in the mouth by a stone in Winglok Street, and only two incompetent *tukangs* could be found anywhere near the spot where the outrage occurred.

A Bangkok firm received a telegram from Bangkok, Northern Siam, on the 10th inst. stating that all the Europeans, with the exception of Capt. Jensen and Mr. Leouwen, left Lakon Lampong on the evening of the 5th inst. to make their way down to Bangkok. This news was telephoned from Lakon to Bangkok. When the telephone message was sent the town was still safe, and was being held by Capt. Jensen and his Gendarmes. According to another report, of uncertain origin, the above is correct but apart from those mentioned there are very few others in Lakon. When Capt. Jensen got back from his pursuit of the Shans he found the place deserted. There is now placarded along the streets of Bangkok a Government proclamation with regard to the trouble in the North. It is termed a proclamation bidding the people not to be afraid on account of the many rumours, and is issued by the Minister for Local Government.

CHOLERA AND PLAGUE IN FOIKIEN.

The N.C. Daily News correspondent at Haingha, Foikien province, wrote on the 8th August that plague was then worse in the north-eastern corner of the province than ever in the past. "The Christiana are recommending Dr. Sampson's serum and the populace is gradually availing itself of this prophylactic. At first only the students in the mission schools could be induced to submit to inoculation, but latterly the demand is becoming positive and general." Unfortunately Dr. Sampson, of the C.M.S., had to lay down his work for a season and return to England. A French doctor from Saigon is still there, with his serum. The correspondent continues: "From Foochow we hear even more alarming accounts. It is stated these last few days that 1,000 are dying daily, and that more have already been swept off than during the terrible visitation last summer. Coffins can no longer be supplied for all, it is said."

Native accounts of both cholera and plague are simply heart-rending, the writer says. Allowing for the inevitable exaggeration, one nevertheless gets the impression that the twin scourges visit with each other in devastating the doomed population.

TELEGRAMS.

"DAILY PRESS" SERVICE. FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 23rd August, 3.55 p.m.

THE CRUX OF THE MANCHURIAN QUESTION.

The *Standard's* Odessa correspondent says that Russia's fulfilment or repudiation of the agreement to evacuate Manchuria depends upon the settlement of the question of the retention of or retrogression from the right bank of the Amur river. If the territory on the right bank is retroceded it is considered that Russia's position will prove perilous.

THE OFFICIAL IDEA.

It is believed in St. Petersburg official circles that Russia will formally annex the whole of the right bank up to the Khingan mountains.

REUTER'S SERVICE.

LONDON, 20th August.

THE BOER GENERALS.

The Boer Generals visited Ex-President Kruger at Utrecht and returned to the Hague; they have abandoned their tour in Holland and Belgium, returning to London instead, to confer with the Colonial Office before lecturing in the United Kingdom.

THE CAPE PARLIAMENT.

The Governor of the Cape in his speech in the Cape Parliament said, that a bill be introduced prohibiting the introduction into Cape Colony, of Asiatic other than British subjects.

SIR FREDERICK TREVES AND THE KING.

Sir Frederick Treves has taken his farewell of the King after eight weeks of constant attendance. Sir Francis Laking remains.

THE ST. LEGER.

And Patrick has been officially scratched to-day.

LATER.

RESIGNATION OF MR. SCHWAB DENIED.

Mr. Schwab, President of the great American Steel Trust, denies his resignation, but is going to Europe for rest.

THE KING'S MOVEMENTS.

King Edward starts westward to-day in the Royal yacht; it is understood that he intends cruising round Great Britain, anchoring nightly in the harbours, finishing at Aberdeen, and thence to Balmoral Castle.

LONDON, 21st August.

THE ANTI-CLERICAL MEASURES IN FRANCE.

During the military enforcement of the school closings in Finistère, twenty-seven casualties occurred.

THE MYSTERIOUS "ARD PATRICK."

The trainer of *Ard Patrick* says the horse will not run in the St. Leger, owing to lameness. To-day's accounts say that the colt is improving, and there is a possibility of his running.

THE CAPE PARLIAMENT.

The Governor's speech in the Cape Parliament announced a bill for fixing the contribution to the Imperial Navy at £50,000 per annum. The House adopted without discussion an address of congratulation to Their Majesties King Edward and Queen Alexandra on their accession.

LONDON, 21st August.

CRONJE SAILS FOR THE CAPE.

General Cronje, his wife, and one thousand Boers have sailed from St. Helena for the Cape.

A BRITISH ACADEMY.

The King has granted a Charter incorporating a British Academy for the promotion of Historical, Philosophical, and Philological studies.

THE KING'S MOVEMENTS.

The King has started on his cruise; he anchors to-night at Portland, to-morrow at Falmouth and on Saturday at Pembroke.

JAPANESE WARSHIPS VISIT IRELAND.

The two Japanese warships which came over for the Coronation, are now being feted at Cork; elaborate welcomes are preparing in other harbours.

IRISHMEN WIN AMERICAN LAWN TENNIS CHAMPIONSHIP.

The Doherty brothers have won the American Lawn Tennis Doubles Championship at Newport.

LONDON, 21st August.

DEPARTURE OF BOER GENERALS FROM HOLLAND.

The Boer Generals were given an ovation at

the Hague and at Rotterdam on their leaving Holland.

GOOD RAINS IN INDIA.

Good rains have fallen in Western India, which have saved the crops and removed the fear of famine. The crops in the central provinces have also benefited by rains.

THE CAPE PARLIAMENT.

Twenty-one progressive members of the Cape Parliament, including two non-suspensionists, have adopted unanimously a vote of want of confidence in the Rt. Hon. Sir J. Gordon Sprigg, Premier, and have elected Doctor Smart their leader. Nine progressive members are at present absent from Capetown, and there are only four others, besides ministers.

HONGKONG POLO CLUB GYMKHANA.

Under the auspices of the Hongkong Polo Club a successful gymkhana was held on Saturday afternoon on the Polo Ground at Causeway Bay. The weather was a trifle warm but otherwise the day was delightful. A large number of spectators were present, both European and Chinese, and the company comprised many ladies. His Excellency Major-General Gascoigne was among the first arrivals. An interesting programme had been arranged, containing seven events. In most cases the events filled well, and competition was keen. For the success of the meeting much of the credit is due Mr. C. H. Ross, the Hon. Secretary, and Major A. B. Hamilton and Mr. G. C. C. Master, who acted as judges. In the course of the afternoon a capital selection of music was played by the band of the 2nd Battalion Royal Welsh Fusiliers. Appended are the results:—

No. 1.—LEMON-CUTTING.—Open to all comers. Conditions: Cuts 1 and 2 on the right. Points given for pace and style.—1, Captain the Hon. H. W. Trevelyan; 2, Mr. Dale. There were many entrants; the two named showed outstanding superiority and got warmly applauded for their respective performances.

No. 2.—LEAD POSEY COMPETITION.—Open (Figure 8 course). Conditions: Ride on Pony and lead another on a figure 8 course on Polo Ground. To be run in heats of not more than 4 competitors in a heat.—1, Mr. Venables. Some very good horsemanship and speed were shown in this competition.

No. 3.—LADIES' NOMINATION, ROSETTES AND BARRELS.—Open to Members of Polo Club only. Conditions: Competitors to be nominated by ladies. Each lady will be presented with a coloured rosette. Corresponding rosettes will be hidden in one or other of several barrels placed in different parts of the ground. Start from flag—ride over hurdle to the barrel of your choice—having found a rosette mount and ride home over hurdle. The lady holding the corresponding rosette to that first brought home to win prize.—1, Mr. Pontifex, for Mrs. Robinson; 2, Mr. A. R. Grievie, for Mrs. Beresford-Ash. The winner had a good deal to spare at the finish.

No. 4.—JUMPING COMPETITION FOR PONIES. 14.2 AND UNDER.—Open. Conditions: Over a hurdle with movable top-bar. Three runs each, first over 3ft. 3in., second over 3ft. 6in., and third over 3ft. 9in. bar. In the event of tie, bar to be raised to 4ft.—There were five competing ponies. Hqn. F. H. May and Mr. W. Craikshank riding two each and Mr. Pontifex one. First honours went to Mr. Pontifex after a very keen contest in which some good form was shown.

No. 5.—RUNNING, LEADING AND MOUNTING COMPETITION OVER FOUR HURDLES.—Open. Conditions: Start from flag—dismount—run and lead pony over first hurdle—mount and ride over second—dismount at flag (about 10 yards beyond second hurdle)—run and lead pony over third hurdle—mount and ride home over fourth hurdle.—In this event Mr. Pontifex again proved the victor, coming in first in splendid style out of a big field. One rider was unfortunate enough to lose his pony, when giving it a practice jump over the first hurdle; it refused to jump after him, and as he had let go his hold of the reins, the pony cantered round the end of the hurdle and on to the public road. It was captured, however, in time to let the rider come to the starting-post.

No. 6.—POLO SCOREY OVER FIGURE 8 COURSE. For bona-fide Polo ponies only. Condition: Over a figure 8 course on Polo Ground. A hot race was won by Mr. Craikshank with nothing to spare.

No. 7.—MAP AND CRACKER COMPETITION.—Open. Conditions: Start from flag—ride to point indicated, where will be found cardboard, pencils, crackers, matches, and instructions. Carry out these instructions and ride home, handing your cardboard to judge at winning post.—This event was carried out in semi-darkness and created a deal of amusement. The first competitor to get his crackers set going was Mr. A. B. Grievie, and in the nature of things the others had a hard time holding on to their ponies under the blaze and splinter of the fireworks, as they tried to carry out their own conditions. Mr. Grievie won easily.

LATEST STEAMER MOVEMENTS.

The P. & A. steamer *Indra*, from New York via Suez Canal and Singapore, left Manila for this port on the 23rd inst. p.m.

The N. Y. K. steamer *Kamakura Maru* (European Line) left Singapore for this port on the 21st inst. p.m., and is expected to arrive here on the 27th inst.

The Glen Line steamer *Glenagarry*, from Middlebro' and London, left Singapore on the 23rd inst., and is due here on the 29th inst.

The Boer Generals were given an ovation at

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE HONGKONG REGIMENT.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 22nd August, 1902.
SIR.—It appears that there is no longer any doubt that the Hongkong Regiment is to return to India early next month to be disbanded. This being the case, I think it would reflect very gravely on the hospitality of the Colony if we allowed our own Regiment to leave us without a very hearty farewell from the community in general. The Regiment apart from its being one of the finest native Regiments in existence is the only Mahomedan Regiment in the British Army and was especially raised for the protection of this Colony. I would suggest that the officers of the Regiment be invited to a public banquet given by the community in general, and hope that some influential residents will take the matter in hand and form themselves into a committee to do the show, if it comes off, may be run in such a manner as to reflect credit on the Colony that has had the honour to possess such a fine Regiment. With apologies for encroaching on the space of your valuable paper.—Yours, etc., CITIZEN.

CAPTAIN PERCY SCOTT'S LOADING TRAY.

The writer of "Notes by the Way" in the *Ocean Magazine*, referring to the recent prize-firing out of which H.M.S. *Osprey* so triumphantly emerged, says:—

The Loading Tray Competition was one of the most novel items, and for the uninitiated it would perhaps be well to describe this invention of Captain Percy Scott, C.B., which enables us to obtain, by constant practice, rapidity in loading six-inch guns. It consists of a spare six-inch breech block which is fitted to a dummy breach of wood and iron, from behind which runs a tray or trough of wood. Thus the machine is, as far as the operation of loading is concerned, to all intents and purposes a six-inch gun. The projectile has to be lifted up, placed in the breach and rammed home, by hand, to the end of the trough, a dummy cartridge is next inserted, the breech closed, and the firing key pressed. The breech is then opened, the cartridge extracted and the evolution repeated as often as possible in a given time (two minutes). To ensure the projectile being rammed home sufficiently hard, only shots which reach the end of the trough are allowed.

SCHWAB TRADE.

Messrs. Blandin write under date Newchwang, 7th August:—

During the last few days the upper river has risen sufficiently to admit the passage of boats with the result that about 400,000 poods have arrived, and over 250,000 are on the way down. Prices are very low, and wonderfully firm as the mills are working freely, and reports of crop prospects are unfavorable. We quote:—Beans per 10 poods.....£1.75
Beans per 5 poods.....£1.00
Bean Oil.....£1.25
The rain has been very partial thus far, and it is feared that the bean-crop will not yield more than five and a-half, or at most six million poods, against seven and a-quarter millions last year.

In addition to the beans arrived and en route, it is believed that about 800,000 poods old crop and 1,200,000 poods new crop will be available for export before the winter.

Shipping.—Arrivals to date are 30 per cent. in excess of last year at same date. Freight will depend on the course of Japan and Southern markets, as it is unlikely that local prices of exports will decline to any great extent.

Vessels in Port.—*Hokoku, Wenchow, Peking, Kaitung, Hsiao, Chefoo, Chihai, Yoko, Hokushin, Koyo, Saitama, Nagasaki, and Kyushu Maru* Tokyo.

THE CHINA MEDAL.

The P. & A. Times writes:—An application has been forwarded by the military authorities on behalf of the British members of the Shanghai Volunteers as recipients for the China medal; we believe there is a considerable hope that it will be granted. It is the favour which a delicious satire on its refusal to accept the honours of the Chinese Government, and other "services" which the party of heroes in Peking was "generously" granted. The action of the Volunteers in this respect is to the discredit of the military authorities, and had he not been refused to accept the honours he so richly deserved unless his gallant civil comrades-in-arms were duly recognized, the War Office in very shame would never have dared to refuse. We beg to remind Sir Claude of Robert's attitude when the War Office tried to refuse the Victoria Cross to Fawcett Adams. "Bols" said if this non-combatant were denied his due honours he himself would accept none. Sir Claude's influence at the Foreign Office could easily have been brought to bear on the War Office. He is distinctly in our opinion stultified by the present position of affairs. "Let us forget" indeed. Sir Claude seems himself to have forgotten as soon enough. As a quondam aide of Sir Claude we grieve to say the motto.

Blow him with your wind, though you be a hawk.
As Mark Twain said.
The grievance against the Minister is not that he did not apply for some recognition; we feel certain that he did. The indignation is wholly because he did not insist on it, and stand staunchly by his gallant followers.

NORTHERN NOTES.

BEFORE MR. J. H. KEMP (ACTING
POLICE MAGISTRATE).

WILY HOAT-WOMAN.

Tung Shang was convicted of wasting water by taking it from a public fountain otherwise than in a bucket or other vessel and thereby allowing it to flow into the side channel.

A fine of \$3, with the option of 10 days imprisonment, was imposed.

JOINT STOCK SHARES

The Pickwick, the Owl, and the Waverley Per
Sold at all Stationers.
MACNIVEN & CAMERON, Ltd., Waverley W
Edinburgh, 1939

trade. The Cape suffers under the disability
—3 having the greatest mileage, while the Na

of the lake, Mr. Clemens has erected for him-

that later and may be sent to the publisher. She comes up in all respects to the requirements of Class A Y Bureau, Veritas and American Register and is guaranteed for 20 years.

Hongkong, 22nd July, 1902

12, QUEEN'S ROAD. [4

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS OFFICE.
The only office in China having European taught workmen. Equal to Home Work.
FURNITURE WAREHOUSEMEN.

A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories.
17a Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hanoi.

PHOTOGRAPHER

M. MUMFAY, JAPANESE ARTIST.
Brilliant and Grayed Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.
STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Panya Central, next Hongkong Hotel.

ELSMARK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell's Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1902. [118]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
Established 1806.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.
Hongkong, 2nd June, 1902. [167]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901, £15,722,693.

I. AUTHORIZED CAPITAL, £2,000,000 0 0
SUBSCRIBED CAPITAL, £2,500,000 0 0
PAY-UP CAPITAL, £87,500 0 0
II. FIRE FUNDS, £2,895,548 5 2

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 1st July, 1902. [1179]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
Incorporated 1851.

Cash Security, £625,719
Total Losses Paid, £6,769,240

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.
Hongkong, 22nd July, 1902. [1427]

SALAMANDER FIRE INSURANCE COMPANY.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

H.C. JACOB & CO., Agents.
Hongkong, 2nd April, 1902. [129]

SUN INSURANCE OFFICE, LONDON

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th May, 1902. [2]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th November, 1901. [25]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1858.)

THE Underwritten, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.
Hongkong, 7th February, 1902. [473]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Underwritten AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 23rd May, 1902. [27]

PHENIX FIRE OFFICE

THE Underwritten are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPPACK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [128]

THE NORTHERN ASSURANCE CO.
Established 1833.

THE Underwritten Agents of the above Company are prepared to ACCEPT RISKS against FIRE and Chinese Risks at Current Rates.

TURNER & CO., Agents.
Hongkong, 23rd August, 1902. [2262]

NOW READY

A SECOND EDITION

OF THE

SPECIAL

ILLUSTRATED

CORONATION

SUPPLEMENT

TO THE

"HONGKONG DAILY PRESS."

THE Second Edition consists of 14 folio pages of letterpress.

FULLY ILLUSTRATED

with 11 half-tone blocks 7 inches by 6. It is printed on good paper and enclosed in an attractive cover.

THE Coronation Supplement is

A COMPLETE RECORD OF THE

LOCAL CELEBRATIONS.

PRICE, 30 Cents a copy, or 4 for \$1.

Orders should be sent in at once, and can now be booked for Cash or Compro Order only.

Address: MANAGER,

"Hongkong Daily Press" Office.

HOUSES WANTED TO RENT—

AT ONCE.

LARGE or SMALL HOUSES for Europeans in Kowloon.

Apply to—

MESS. PRESIDENT,

33-d Bama Infantry, Queen's Hotel.

Kowloon, 21st August, 1902. [2249]

SITUATION WANTED.

A YOUNG ENGLISHMAN, with three years' experience in Mercantile Firms, offers his services to any local firm or abroad at very moderate terms.

Apply to—

"CLERK,"

Care of Daily Press Office.

Hongkong, 28th July, 1902. [1906]

EVENING EMPLOYMENT wanted by a Gentleman thoroughly acquainted with all Mercantile work. Accounts, Correspondence, &c.

Apply to—

BOX 101,

Care of Daily Press Office.

Hongkong, 23rd August, 1902. [2269]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to

DIRECTOR OF PUBLIC WORKS,

Sandakan.

Hongkong, 4th February, 1902. [446]

WANTED.

A PORTUGUESE CLERK, who writes a good hand and has some knowledge of Bookkeeping and Insurance.

Applications to—

B,

Care of Daily Press Office.

Hongkong, 19th August, 1902. [2222]

WANTED.

IN an Office in Hongkong, a JUNIOR ASSISTANT acquainted with General Office work and Correspondence.

Apply by letter, with references, to—

ENQUIRER,

Care of Daily Press Office.

Hongkong, 20th August, 1902. [2231]

WANTED.

By a British Firm in Manila, an experienced PORTUGUESE CLERK. First-class references will be required. A knowledge of Spanish an advantage. Salary \$150.00 per month.

Apply to—

Y. Z. X.,

Care of Daily Press Office.

Hongkong, 23rd August, 1902. [2260]

WANTED.

SOME good CRANE DRIVERS. Men who have been accustomed to driving both Loco and Scotch Derrick Cranes.

Apply, in writing, with copies of testimonials, to—

No. 84,

Care of Daily Press Office.

Hongkong, 20th August, 1902. [2230]

OREGON LUMBER.

THE Underwritten, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [66]

THE ANGLO-EGYPTIAN SUDAN.

Renter's representative had an interview last month with Major-General Sir Rudolf von Slatin, who just before leaving Khartoum completed an interesting journey through the western portion of the Bahari Ghazal as far as Dolgona and Dar Zobeir.

Fashoda he met the Sirdar and travelled with him to Lado, Kiro, and Gondokoro. In reply to questions, Sir Rudolf said:—

"Generally speaking, the Anglo-Egyptian Sudan is tranquil. There never has been any truth in the reports that the Sultan of Darfur has threatened to send a mission to Constantinople to seek the protection of the Sultan. Only lately he paid his tribute to the Government at Khartoum and sent letters showing his loyalty. He has always complied with the orders of the Government, and the reports to the contrary no doubt arise from the fact that the Sultan had some trouble with his own people, against whom he had to send an expedition. Khartoum is quiet and is developing rapidly. Colonel Johnston recently concluded a very interesting journey through the province, visiting the tribes the south, and establishing Government posts. The only recent trouble in the Sudan was in connection with the murder by the Agur Dinkas of Captain Scott Barbour, but this was an incident which was closed with the punishment of the offenders."

With regard to the Senussi movement Sir Rudolf said:— "The influence of the Senussi in the Anglo-Egyptian Sudan is very small, as the greater portion of the inhabitants belong to other sects. The Senussi has never declared himself a Mahdi, but at the same time is regarded by the Mahommedans as a holy man by reason of his descent and his rigid adherence to the principles of his religion. Personally he is a peaceful man whose only anxiety is that Moslems should lead a strict life. There is nothing to induce the belief that he will cause trouble to the Government."

On the question of communications, Sir Rudolf Slatin remarked:— "Communication between the Sudan and Uganda is steadily improving for the said has been removed, and the waterway is open the whole year. A regular service of steamers runs between Khartoum and Kenia, where passengers and freight are transhipped to another steamer running to the Uganda frontier. Since the opening of the Government has been opened in opening the Djir River, which will allow steamers to run between Khartoum and the headquarters station of the Province at Wau, and obviate a long land transport journey of 120 miles. The Cape to Cairo Railway in my opinion will be quite useless, and it will only be a waste of money to continue the railway south of Khartoum. Of course I recognise the necessity for a line of communication from north to south in order that produce may be despatched in either direction, and for this purpose our steamer service may be improved with the Uganda ports and beyond. From Khartoum to Uganda a railway is practically impossible without the expenditure of immense capital, and in any case, during the rains there would be so many interruptions that a line would be practically useless. As you have a waterway in this direction and a river navigable the whole year, it would seem a waste of time and money to build a railway which could not be relied upon. What is necessary for the development of the Sudan is a railway from Beber to Suakin, not merely for the purpose of carrying export and import goods, but for the purpose of supplying us with fuel. The general construction of railways in the Sudan will, for the moment, be too costly an undertaking, but the nature of the country lends itself to the introduction of motor-cars. In the southern part of the Sudan the surface is quite sufficient for this purpose, although some work in the nature of road-making may be necessary. I advocate the establishment of a regular service of heavy freight-carrying motor-cars between El Obeid and the White Nile and between the Senaar Province and the Blue Nile."

AN AMERICAN VIEW OF THE SHIPPING COMBINE.

Mr. Whitehead Reid, the special representative of the United States at the Convention, speaking at the American Chamber of Commerce banquet at Liverpool last month, referred at length to the effect of the shipping combine on British trade. After an appreciative reference to the development of Liverpool's commerce, Mr. Reid said:— "If you have thus sustained the threatened dangers of the recent past, you can surely face now with equanimity the terrors of Mr. Pierpont Morgan. It is not for me to speak that that most capable man, for the great masses of capital he directs, and the great enterprises, largely American, which he represents. Still less would I think of venturing an opinion here and now, as to the wisdom or unwisdom of the large combinations he is organising, their desirability for investors, their safety for the business world, or their effect either on national interests or international relations. As a mere onlooker, I venture to suggest that the apprehensions aroused by the recent changes in shipping with which his name has been identified appear somewhat exaggerated. In no case does your power to secure at will for your naval service as many cruisers as ever seem to be in the least imperilled. If built in your shipyards they are forbidden to pass under our flag by a law almost as old as history and almost as hard to change as our Constitution. If you accept what you think the pierpont Morgan trade to be, the future control of the Atlantic carrying trade is done and dusted. That New York would see this control to weaken the port most important to it. Even monopolies are not supposed to thrive by damaging their best customers."

Besides, the monopoly in this case is fanciful—it does not and cannot exist. Nature abhors a vacuum, and just so, organised society abhors a monopoly. All the forces of nature fight against any long formation of the one, and all the forces of civilisation against the other. None has been created in this business, I think none is desired, and I know none can be long successful."

But it is necessarily a gathering disadvantage to the trade of this great port to have at least some certainty as to its business, some knowledge of what it can count on six months in advance? Surely nothing can come nearer reducing legitimate trade to gambling than such features of the old system as violent fluctuations in freight with cut-throat rates at a time of hungry competition, followed with efforts to recoup later, by sudden combinations on an excessive advance. When a company of men, no matter who, invest an aggregation of capital so enormous, in materials as perishable, while all the forces of trade tend to encourage the growth of risk, the very law of such a company's being is steady and conservative management together with that fair-minded liberality which is the necessary offspring of enlightened selfishness. Consider besides the advantages to a nation sometimes said to be isolated and certainly not always loved of a great neutral fleet, in which its food might be borne

in safety in spite of any possible enemy. These are certainly risks in the cloud, anyway!

Men sometimes talk of our several efforts for the extension of our national trade as "commercial war," I protest against this theory that commerce, which is the herald of progress, the mistress of the arts, the handmaiden of civilisation, is to be thought of as merely a war against our rivals. It is a false and a low idea. It degrades commerce to the point of view of the horse jockey, who considers no trade regular in which each side is not trying to cheat the other, and in which at least one does not succeed in the efforts. This Chamber well knows—no great merchants ever fail to understand—that that trade is the best and most permanent in which both sides make a profit. Such is the colossal trade between these two ports of ours, in which you have borne so large a part, and on which both Liverpool and New York have grown rich and great. Such I venture to think, but in far larger measure, will be that trade which is surely to be the new feature of twentieth century commerce, the trade of the Farther East on the Pacific. We shall be rivals for it, no doubt; but rivals in no more hostile sense than are neighbouring merchants of Liverpool in their competition for the trade of New York, or their competitors for the trade of the West.

THE CAMPAIGN AGAINST THE MOSQUITO.

Recent extensions of the campaign against the mosquito justify a preface made by Dr. L. O. Howard, the well-known American entomologist, that the interest the subject has excited is not a temporary one, but "the beginning of a great and intelligent crusade." The valuable experiments made in the Roman Campagna, the excellent results obtained in Sierra Leone and Lagos, and the decision to fight the anopheles at Ismailia, to say nothing of what is being done in India, shows that the old world is alive to the advantage of making use of recently acquired knowledge. In the United States the war is being waged with the characteristic energy of the Americans. Medical Boards in many places have granted funds towards the work of extermination, and engineers have been instructed to carry out the draining of large tracts of marshy land forming breeding-places for the dangerous insects. A typical case of American methods is cited by Mr. Henry Clay Weeks in the *Century Magazine*. Center Island, in the Oyster Bay Harbour, Long Island, was not long ago a mosquito paradise. Not only was it connected with a famous breeding-region by a narrow strip of land, but the island itself contained a large sodden marsh and many marsh-holes and pools, which in the season were alive with larvae. To drive along the marsh was a perilous undertaking for man and beast, and the wealthy residents who had built houses on the higher ground, were unable to enjoy their piazzas and lawns in comfort. The largest owners determined to clear the Island of the pest, and they did so on a truly American scale. Expense was no consideration. Scientists were called in to discover every breeding place, engineers were engaged to plan the thorough draining of the land. For several months the work went on. Marsh-holes and ponds were covered with a film of fuel petroleum to destroy the mosquitoes in the larvae and pupal stages, when air is required for breathing, whilst an elaborate scheme of draining and ditching eventually removed every piece of water in which the anopheles formerly bred. The island was an exceptionally difficult place for such extermination work, but the experiment was an undoubted success. It is now possible to walk over the marsh again and again without seeing a mosquito, and the residents are able to enjoy their gardens and verandahs. In America the object lesson of Center Island must have been followed by the most energetic movement against the mosquito, and the plain narrative of the methods adopted, and the result obtained, should convince even the most sceptical and strengthen the hands of those who are aiming at the introduction of similar schemes in other parts of the world. "By dint of constant driving," wrote Major Ronald Ross some time ago, "I think we are getting this country (England) to do something at last." In India, too, there is much need for constant driving in that direction, that the example of Center Island, Havana, and other parts may be followed with more energy.—*Times of India*.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 254 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet.
Length on Blocks... 359 "
Width of Entrance on Top... 63 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 72 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. 1534

NOW ON SALE.

DIRECTORY OF PROTESTANT MISSIONARIES

IN CHINA AND JAPAN

FOR 1902.

WITH ALPHABETICAL LIST.

70 PAGES, BOUND IN CLOTH AND LETTERED, \$1.

On Sale at Messrs. KELLY & WALSH, Ltd., Hongkong, Shanghai and Yokohama; Messrs. W. BREWER & CO., Hongkong and Shanghai; Messrs. A. S. WATSON & Co., Amoy; Messrs. A. S. WATSON & Co., Poonchow. The "DAILY PRESS" Office, Hongkong, and at the London Office, 181, Fleet Street, Hongkong, 28th November, 1901. [30]

JAPAN COALS.

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH:—31, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Choofoo, Tientsin, Nanchang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimodaira, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchikotsu, Sasebo, Maizuru, Miike, Hakohata, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and **SOLE AGENTS** for Hokkaido, Honshu, Ichiu, Kanagawa, Kishima, Muneda, Murotsu, Onoda, Otsu, Sasahara, Tsubakura, Yoshinaka, Yohio, Yonokubo, and other Coals.

N. INUZUKA, Manager, Hongkong.

THERE IS NO GAINSAILING THE FACT THAT

FOR THE RAPID AND EFFECTIVE DESPATCH OF

ALL CLERICAL WORK USE

THE YOST TYPEWRITER.

THE YOST TYPEWRITER OF ALL OTHER WRITING MACHINES. THE TYPES, INKED FROM A PAD, STRIKE DIRECT ON THE PAPER, AND NOT THROUGH A RUBBER, SO THAT THE IMPRESSION IS ALWAYS CLEAR AND SHARP, NO MATTER WHAT QUALITY OF PAPER IS USED.

ILLUSTRATED CATALOGUE SENT TO FREE ON APPLICATION.

THE YOST TYPEWRITER CO. LD.,
50, HOLBORN VIADUCT, LONDON, E.C.

SOLE AGENTS FOR THE FAR EAST—
KELLY & WALSH, LIMITED,
SHANGHAI, HONGKONG, SINGAPORE AND YOKOHAMA. [1167-1]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS **FACTORY: CAIRO, EGYPT**

EGYPTIAN CIGARETTES. (Close to H.E. Nubar-Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE
CANTERS IN SOUTH AFRICA.

BRANCHES:
Bombay... 20, DEKAN ROAD.
Calcutta... 4, DALHOUSIE SQUARE.
Rangoon... 72, MERCHANT STREET.
London... 10, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO., HONGKONG. 1048

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

THE Beer is brewed of best Sazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is stored after being bottled,

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *h.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	2 m.	G. L. Daniel	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th September.
LONDON	JASON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th October.
LIVERPOOL DIRECT	PTERUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th September.
MARSEILLES, &c., VIA PORTS OF CALL	POLYNESIAN	Fren. str.	—	—	MESSAGERIES MARITIMES	On 24th September.
MARSEILLES & LONDON	BANCA	Brit. str.	—	—	P. & O. S. N. Co.	On 5th September, at Noon.
GENOA, LONDON & ANTWERP VIA SUEZ CANAL	BENVOLICH	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On or about 23rd inst.
BREMEN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	2 m.	—	MELCHERS & CO.	On 4th September, at Noon.
HAVRE, BREMEN & HAMBURG	C. FERD. LARSEN	Ger. str.	2 m.	—	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	—	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	PREUSS	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 8th October.
HAVRE & HAMBURG	SILVIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 22nd October.
NEW YORK VIA SUEZ CANAL	SAXONIA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 6th November.
NEW YORK VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	—	—	STANDARD OIL CO. OF NEW YORK	Quick despatch.
NEW YORK VIA SUEZ CANAL	LENNOX	Brit. str.	2 m.	—	DODWELL & CO. LIMITED	About 27th inst.
NEW YORK VIA SUEZ CANAL	GLENROY	Brit. str.	—	—	MCGREGOR BROS. & GOW	On 15th September.
NEW YORK VIA SUEZ CANAL	INDIAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 13th September.
NEW YORK VIA SUEZ CANAL	APTON	Brit. str.	—	—	SHAW, TOMES & CO.	On 20th September.
VANCOUVER, VIA SHANGHAI, &c.	EMERALD OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 23rd inst., at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TANAR	Brit. str.	—	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 10th September.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	HYADES	Brit. str.	4 m.	G. Wright	DODWELL & CO. LIMITED	On 12th September.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	RIOSUN MARU	Jap. str.	2 m.	K. Ohno	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
PORTLAND, OREGON	INDRASAMA	Brit. str.	—	S. J. G. Parsons	PORTLAND & ASTORIA S.S. CO.	On 13th September.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 4th September, at 4 P.M.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	—	HAMBURG-AMERIKA LINIE	To-day, at 5 P.M.
YOKOHAMA & KOBÉ	PREUSS	Ger. str.	—	—	P. & O. S. N. Co.	On or about 6th September.
YOKOHAMA & KOBÉ	KAMAKURA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst., at Daylight.
YOKOHAMA & KOBÉ	SHANGHAI	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBÉ	KUMANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
YOKOHAMA & KOBÉ	NANCHANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
YOKOHAMA & KOBÉ	KWILIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBÉ	LOONGHON	Brit. str.	—	—	SEMPSON & CO.	To-day, at 4 P.M.
YOKOHAMA & KOBÉ	KRELUK MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	About 25th inst.
YOKOHAMA & KOBÉ	LAOS	Fren. str.	—	—	P. & O. S. N. Co.	On or about 30th inst.
YOKOHAMA & KOBÉ	BENAL	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 31st inst.
YOKOHAMA & KOBÉ	DAISHI MARU	Jap. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 27th inst.
YOKOHAMA & KOBÉ	ANPINO MARU	Jap. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 27th September.
YOKOHAMA & KOBÉ	MAIDUBU MARU	Jap. str.	1 m.	—	DOUGLAS LARSEN & CO.	To-morrow, at Noon.
YOKOHAMA & KOBÉ	HAICHING	Brit. str.	2 m.	—	SHAW, TOMES & CO.	To-morrow, at 4 P.M.
YOKOHAMA & KOBÉ	ZAFIRO	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA & KOBÉ	SUNGKIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA & KOBÉ	ROSETTA MARU	Jap. str.	2 m.	—	MINATO BUSSEN KAISHA	On 30th inst., at Noon.
YOKOHAMA & KOBÉ	THEODOR WILLE	Ger. str.	2 m.	—	JENSEN & CO.	To-morrow.

SHIPPING.

ARRIVALS.

Aug. 22, MEXICO, British str., 2,500, Carter, Wellington—27th July. Coal—GOVERNMENT.

Aug. 23, ANPING MARU, Japanese str., 1,058, Atsumi, Foochow, Amoy and Swatow 22nd August, General—MITSUBI BUSSAN KAISHA.

Aug. 23, BUFFALO, American transport, Ross, Shanghai 19th August.

Aug. 23, KWANGSUNG, British str., 1,241, W. Blake, Haiphong 20th August, General—CHINESE.

Aug. 23, KWANGSUNG, Chinese str., from Canton.

Aug. 23, KWILIN, British str., from Canton.

Aug. 23, LOONGHON, German str., from Canton.

Aug. 23, ARTHUR, British cruiser, 1,107, Jas. Starlin, Shanghai 19th August.

Aug. 23, DEVAPOUR, German str., 1,052, C. Kappel, Bangkok 17th August, Rice and Teakwood—MELCHERS & CO.

Aug. 23, HYADES, American str., 3,000, Geo. Wright, Tacoma via Japan and Shanghai 21st July, General—DODWELL & CO.

Aug. 23, KRELUK MARU, Jap. str., 1,134, K. Sobajima, Shanghai 20th August—OSAKA SHOSHEN KAISHA.

Aug. 23, POLYNESIAN, French str., 2,903, A. Chevalier, Yokohama and Shanghai 21st August, Mails and General—MESSAGERIES MARITIMES.

Aug. 24, CHUSAN, British str., 1,418, T. Arthur, Chefoo 19th August, General—JARDINE, MATHESON & CO.

Aug. 24, FISHING, Chinese str., 980, Gordon, Shanghai 20th Aug., General—CHINESE.

Aug. 24, HAICHING, British str., 1,307, H. E. Hodgins, Foochow 21st Aug., Amoy 22nd and Swatow 23rd, General—DOUGLAS LARSEN & CO.

Aug. 24, HAILAN, French str., 377, Anderson, Hailan 23rd August, General—A. R. MARTY.

Aug. 24, HANOI, French steamer, 742, Merles, Haiphong and Hailan 23rd Aug., General—A. R. MARTY.

Aug. 24, PERIA, British str., 1,270, J. McGinty, Manila 21st August, General—SHEWAN, TOMES & CO.

CLEARANCES.

At the Harbour Master's Office.
22nd August.
Apenrade, German str., for Haiphong.
Daigi Maru, Japanese str., for Swatow.
Hamburg, British barque, for New York.
Loongmoon, German str., for Shanghai.
Thalia, German str., for Swatow.
Quaid, Norwegian str., for Bangkok.
Shale, British str., for Swatow.

DEPARTURES.

23rd August.
CROWFA, German str., for Bangkok.
TAVAN, British str., for Swatow.
HERMANN-MENSEL, German str., for Hailan.
KOWLOON, German str., for Shanghai.
PELUSE, British str., for Pakhoi.
P. C. C. KLAU, German str., for Hailan.
SHEWAN OSHON, British str., for Singapore.
TACOMA, British str., for Tacoma.
TAMBA MARU, Japanese str., for London.
TORDENSKJOLD, Norwegian str., for Bangkok.
TUNAN, British str., for Australia.
WINGWING, British str., for Canton.
YIKSANG, British str., for Hongkong.
24th August.
Apenrade, German str., for Haiphong.
Daigi Maru, Japanese str., for Swatow.
QUARTER, German str., for Swatow.
SKULD, Norwegian str., for Bangkok.
THALES, British str., for Swatow.

VESSELS IN DOCK.

22nd August.
ABERDEEN DOCK.—
KOWLOON DOCK.—Solent, Olunshan, Rubi, H.M.S. Wier, Empress of India, Thia, Bjorn, Commodore DOCK.—Marie Jensen, Sabine Rickmers.

SHIPPING REPORTS.

The British steamer *Perla*, from Manila 21st inst., had light variable winds and smooth sea.
The British steamer *Arctura*, from Shanghai 18th inst., had light winds, calm sea, fine, clear weather.
The Chinese steamer *Feichang*, from Shanghai 20th inst., had light S.E. and variable winds and fine weather.
The British steamer *Changung*, from Chefoo 19th inst., had moderate to light E.N.E. and N. winds with fine weather.

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBÉ.

THE N.D.L. Steamship

"FREIBURG,"

Captain Froesch, will be despatched for the above ports TO-DAY, the 25th inst., at 5 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 23rd August, 1902. [2265]

FOR SINGAPORE, SOURABAYA AND SAMARANG.

THE Steamship

"THEODOR WILLE,"

Captain Mayerhoff, will be despatched for the above ports TO-MORROW, the 26th inst.

For Freight or Passage, apply to

JENSEN & CO.,

Agents.

Hongkong, 22nd August, 1902. [2254]

OSAKA SHOSHEN KAISHA.

THE Company's Steamship

"KEELUNG MARU,"

Captain K. Sobajima, will inaugurate the New Service between HONGKONG and SHANGHAI via Ports.

She will be despatched for SHANGHAI via Ports TO-MORROW, the 26th inst.

Through Bills of Lading issued for Cargo to Yangtze River ports, as well as for North China ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For further information apply to the Company's Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA,

Manager.

Hongkong, 23rd August, 1902. [2224]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO,"

Captain A. Fraser, will be despatched for the above port TO-MORROW, the 26th inst., at 4 P.M.

Highest class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation amidships. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 22nd August, 1902. [2258]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"LAOS,"

Captain Flaudin, will be despatched for the above ports on or about MONDAY, the 25th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th August, 1902. [3]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ADOLPH OBRIE, Amr. barque, R. Amesbury.

Standard Oil Co.

ALLAN, American ship, McKay—Standard Oil Co.

HYADES, British steamer, Wright—Doddwell & Co., Ltd.

KELAT, British ship, John Hughes—ORDER.

MANUEL LLAGUNA, American ship, Nicholls—Standard Oil Co.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG:

(Subject to Alteration.)

R.M.S. "EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 27th Aug.

R.M.S. "TARTAR," Comdr. E. Beetham, R.N.R., WEDNESDAY, 10th Sept.

R.M.S. "EMPERESS OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 24th Sept.

R.M.S. "ATHENIAN," Comdr. H. Morritt, WEDNESDAY, 8th Oct.

R.M.S. "EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 22nd Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 days, saving THREE DAYS to WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which run daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 1, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE TWIN CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have just been placed on the Line between CHINA and JAPAN, and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pacific Street.

61

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALGER, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

KONIG ALBERT ... THURSDAY ... 4th September.

PRINZESS IRENE ... THURSDAY ... 18th September.

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 1st October.

PREUSS ... WEDNESDAY ... 15th October.

HAMBURG ... WEDNESDAY ... 29th October.

SACHSEN ... WEDNESDAY ... 12th November.

GERA ... WEDNESDAY ... 26th November.

KIATTSCHOU ... WEDNESDAY ... 10th December.

BAYERN ... WEDNESDAY ... 24th December.

KONIG ALBERT ... WEDNESDAY ... 7th Jan., 1903.

PRINZESS IRENE ... WEDNESDAY ... 21st Jan., 1903.

DARMSTADT ... WEDNESDAY ... 4th Feb., 1903.

PREUSS ... WEDNESDAY ... 18th Feb., 1903.

HAMBURG ... WEDNESDAY ... 4th Mar., 1903.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 4th day of September, 1902, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd; Captain C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 2nd September, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 3rd September, and Freight will be received at the Agency's Office until Noon on WEDNESDAY, the 3rd September.

Contents of Packages must be declared. No Parcel Receipts will be signed for less than \$25.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 21st August, 1902. [5]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"DIOMED"	On 25th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MAHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.

FOR	HOMEWARDS.	DATE
LONDON	"ANTENOR"	On 2nd September.
LONDON	"DAEDANUS"	On 10th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"PYRHEUS"	On 14th October.
LIVERPOOL	"PYRHEUS"	On 20th September.

(Taking Cargo at London Rates) The S.S. "DIOMED" left Singapore on the 21st inst., and is expected here on the 26th inst.

For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 23rd August, 1902.

AGENTS, O. S. S. CO.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	DATE
NAGASAKI and KOBE	"SHANSI"	On 25th August.
CHEFOO and NEWCHANG	"KWEILIN"	On 25th August.
MANILA	"SUNGKIANG"	On 27th August.
WEIHAIWEI and TIENSIN	"NANCHANG"	On 29th August.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 2nd Sept. at 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd August, 1902.

11.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP VIA SUEZ CANAL.
THE Steamship
"BENVOELICH"
Captain R. W. Thomson, will be despatched as above on or about THURSDAY, the 28th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th August, 1902. [2220]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.
"CHANGSHA" leaves on 2nd September.
"CHINGTU" " " 20th " " 24th October.
"TAIYUAN" " " 24th October.
Superior accommodation amidst Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE AGENTS.

CHINA NAVIGATION CO., LD. Hongkong, 1st August, 1902. [1991]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at THUR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain Dabell, will be despatched as above on THURSDAY, the 4th September, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th August, 1902. [2229]

NOTICES TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS IRENE," OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. To-day, the 19th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th August, at 9.30 A.M., and THURSDAY, the 28th August, at 9.30 A.M.

All Claims must reach us before the 2nd September, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO. Agents.
Hongkong, 19th August, 1902. [5]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE."

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LD., Agents.
Hongkong, 20th August, 1902. [2248]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods undelivered after the 27th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 20th August, 1902. [224]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYRHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 27th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th August, 1902. [11]

STANDARD OIL COMPANY OF NEW YORK.

NOTICE TO CONSIGNEES.

THE Steamship Seneca has arrived and is now discharging. Consignees of Cargo are hereby informed that unless they take delivery alongside on or before the 25th inst. their Goods will be landed at their risk and expense in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon. No Fire Insurance will be effected.

STANDARD OIL COMPANY OF NEW YORK.

Oriental Shipping Department, Agents.

Hongkong, 22nd August, 1902. [2268]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG,"

Captain Prosch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day, 22nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 22nd August, 1902. [2266]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship

"KINTUCK"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th inst. at Noon will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day, 26th inst.

DODWELL & CO., LD., Agents.

Hongkong, 20th August, 1902. [2240]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. B. Torran, at Weihaiwei.

Albatross, despatch-boat, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits.

Amphitrite, 1st class cruiser, 11,000 tons, 18 guns, 21,411 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei.

Arohisa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, en route Hongkong.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan.

Blenheim, 1st class cruiser, 9,000 tons, 13 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong.

Brantley, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Look, at Siao.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, at Weihaiwei.

Crossy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei.

Edgely, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei.

Eagle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, en route Hongkong.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Capt. Colin Mackenzie, D.S.O., at Weihaiwei.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., Japan.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. G. Hardy, at Weihaiwei.

Hammer, storeship, 1,640 tons, Comdr. John D. Daintree, at Hongkong.

Janus, torpedo-boat destroyer, 260 tons, 6 guns, 3,900 h.p., in reserve.

Kilbride, river gunboat, 341 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.

Moondrop, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, at Hongkong.

Mutiny, sloop, 980 tons, 10 guns, Comdr. O. W. M. Flindersmith, Behring Sea.

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Richard W. White, Japan.

Otter, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.

Pique, cruiser, 3,900 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtze.

Rambling, surveying-ship, 583 tons, Capt. Morris H. Smyth, Japan.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, at Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irven, at Hongkong.

Roar, sloop, 890 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Behring Sea.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Murray MacG. Lookhart, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,800 h.p., in reserve.

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Weihaiwei.

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Robinson, A.D.C., at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. R. W. Dalgety, at Shanghai.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., on Yangtze.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Asst.-Comdr. Louis J. Macintosh, Straits.

Waterlily, surveying ship, 820 tons, 450 h.p., Lieut.-Comdr. E. C. Hardy, at Weihaiwei.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. C. P. Mansel, at Weihaiwei.

Wiven, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Ronald E. Chilcott, on Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Hugh G. C. Somerville, on Yangtze.

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Yangtze

Hongkong, 22nd August

STOCKS.	No. of SHARES.	LAST V.L.R.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATION.
BANKS.					
Hongkong and Shanghai Banking Corporation ...	80,000	\$125	\$125	30/- div. and 10/- bonus at \$1.101 = \$21.57 for 2nd half year ended 31.12.1901	\$635, buyers 1/20d 62.10, cum d
National Bank of China, Ltd. Do. Founders' Shares ...	19,978 A 29,955 B 760 D	\$10 \$11 \$1	\$10 \$11 \$1	10/- for 1899 31/1 at 1/10, = \$1.08 None	\$27, sellers \$37, buyers \$10, sellers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$230	\$50	40 p. ct. = \$20 for 1899	\$390, buyers
China Traders' Ins. Co., Ltd.	24,000	\$63.33	\$25	16 p. ct. forty end. 30.3.1901 3 p. ct. = \$1.5 for 40/- cum of 1900	\$58, buyers 1/2s. 1875, buyers
North China Ins. Co., Ltd.	5,000	\$100	\$25	12 p. ct. = \$60 p. ct. for 1900	\$127, sellers
Yantai Ins. Assn., Ltd.	8,000	\$100	\$30	\$12 for 1899	\$160, buyers
Canal Insurance Office, Ltd.	10,000	\$250	\$50	6 per cent. for 1895.....	nominal
Straits Insurance Co., Ltd.	30,000	\$100	\$20		
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$35 for 1900	\$330, buyers
Shanghai Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$80 for 1900	\$84, buyers

1.50" for half

SHIPPING.						
Hongkong Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	{ \$1.50 for half year ended 30-6-1902	\$37, buyers	
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	{ Final - 6 per cent. making in all 10 percent. for 1901-2	\$88, sellers	
China & Manila S. S. Co., Ltd.	{ 20,000 10,000	{ \$50 \$50	{ \$50 \$5	{ 5 per cent share for 1901 \$2p. now share for 1902	{ \$32, sellers	
Couglas Steamship Co., Ltd.	20,000	\$50	\$50	{ 6 per cent. for year ending 30-6-1901	\$43, sellers	
North Ferry Co., Limited	10,000	\$10	\$10	{ 12 per cent for year ended 30-6-02	\$20, sellers	
North Transport & Trading Co., Limited	2,000,000	\$1	\$1	{ 2nd div. of 1 p. share coupon No. 3 making in all 2 1/2 for 1901	\$1.15, sales	
REFINERIES.						
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	{ Int. of 7 p.c. making in all 12 p.c. for 1901	\$102, sellers	
Yunnan Sugar Refng. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$15, sellers	
MINING.						
Fumjon Mining Co., Ltd.	60,000	\$10	\$10	None	\$5, sellers	
De. Preference	30,000	\$1	\$1	Int. div. of Pcs. 30 on account of 1901	\$14, sellers	
Société Fran. des Char- bonnages du Tonkin	16,000	Fr. 250	Fr. 250	{ 5 p. ct. half year end. 31-7-94 (coupon B)	\$500, buyers	
Yelebu Mining and Trading Company, Ltd.	45,000	\$5	\$5	{ 1 1/2 p. share = 48 cts. 12th div.	\$7, sellers	
Raub Australian Gold Mining Co., Limited	200,000	\$10	\$10			
DOCKS, WHARVES, &c.						
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	{ 10 p.c. & 3 p.c. bonus year 31-12-01	\$210, sellers	
Hongkong and Kowloon Wharf and G. Co., Ltd.	80,000	\$50	\$50	{ Final div. of 5 p.c. mak- ing in all 10 1/2 for 1901	\$88, sellers	
New Amoy Dock Co., Ltd.	6,000	\$64	\$64	\$2 1/2 per cent. for 1901	\$37, buyers	
LANDS, HOTELS & BUILDINGS.						
Hongkong Land Invest- ment & Agency Co., Ltd.	60,000	\$100	\$100	{ Int. of \$0 per share on account of 1902	\$170, sellers & sales	
Kowloon Land & B. Co.	6,000	\$50	\$30	\$1.80	\$30, buyers	
WestPoint Building Com- pany, Limited	12,500	\$50	\$50	{ Int. of \$14 per share on account of 1902	\$50, sellers	
Hongkong Hotel Company, Limited	12,500	\$50	\$50	{ 12 p. ct. for half year ended 31-12-1901	\$137, buyers	
Oriental Hotel Man- agement Co., Ltd.	7,000	\$50	\$50	8 p. c. for year 31-12-00	\$105, sellers	
Humbly Bay Est. & En- gineering Co., Ltd.	100,000	\$10	\$10	\$1 per share for 1901	\$11, sales & buyers	

CLOSING QUOTATIONS

The C.N. steamer *Chingta* left Thursday Island on the 21st inst. direct for this port, and is due here on the 1st prox.

The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Bombay via Colombo and Singapore for this port on the 17th inst., and is expected here on the 6th prox.

The P. & A. steamer *Indrasamha*, from Portland (Or.), on the 20th ult., arrived at Yokohama on the 15th inst.

The U.S.P. steamer *Tartar* left Vancouver on the 4th ult. p.m., for Hongkong via the usual ports of call.

The N.P. steamer *Glenogle* left Tacoma for Japan and Hongkong on the 14th inst.

STEAMERS PASSED THE CANAL.

(OUTWARD.)—5th July.—*Aurora*, 18th.—*Protera*, 15th.—*Anatolian Ocean*, 20th.—*Pennbrookshire*, *Khotiaf*, *Jawa*, *Kawakura Maru*, *Glenquarry*, 1st August.—*Mericionedjine*, *Diamond*, *Lotos*, 5th.—*Bornido*, 8th.—*Jason*, *Glenheist*, *Oceanic*, 12th.—*Finkahke*, *Hudson*, *Prinze Regent*, *Latipold*, *Silbia*, 15th.—*Nector*, *Scandia*, *Inaba Maru*, 19th.—*Seyoria*, 22nd.—*Kaiser*, *Maclachon*, *Cheyangun*, *Oopexek*, *Socetra*, *Kennebec*.

(HOMeward.)—4th July.—*Queenland*, 11th.—*Semadua*, 13th.—*Cinerie*, 15th.—1st August.—*Pieris*, 8th.—*Bowyer*, 15th.—*Shanghai*, *Clusia*, *Shimosa*, 19th.—*Suchen*, 22nd.—*Andam*.

ARRIVALS AT HONOLULU.—3rd June.—*India*, 10th.—*Culebras*, *Glenology*, 17th.—*Silesia* (Aus.), 1st July.—*Sugoria*, 4th.—*Adria*, 7th.—*Japan*, 8th.—*Hitchui Maru*, *Maridow*, *Vanduria*, *Glauca*, 11th.—*Achilles*, 15th.—*Zanzaria*, 19th.; Isdon: 18th.—*Austria*, *Glenlogy*, 22nd.—*Algeria*, *Sagata*, *Wahana Maru*, *Maabury*, 25th.—*Serica*, *Adria*, 28th.—2nd July.—*Myd*, 1st August.—*Sydney*: *Humburg*, *Suevia*, *Java*, 5th.—*Kasagarwa Maru*, 8th.—*Camara*, *Devalania*, 12.—*Benomond*, *Stentor*, *Prince Heinrich*, *Macduff*, 15th.—*Formosa*, 19th.—*Ereos Simons*, *Indo Maru*, *Strasbourg*, 22nd.—*Tenkiki*, *Polyphemus*,

PASSENGERS.

ARRIVED

- Per *Hatching*, from C. Lost Post, Mrs. Pearne and two children, Mrs. Huot and two children, Miss M. F. de Cruz, Messrs. Lore, Schreoter and Ewen Hughes.

- Per *Polynesien*, for Hongkong from Shanghai, Count de Bernis d'Escland, Capt. A. Haris, Messrs. A. V. Apar, O. A. Hadar, E. Howard, H. John Barr, L. J. G. B. de la Motte, C. George, R. Louis, Barthelemy, J. L. Paul, Estabato, H. S. Landulier and Heckenrodt; for Saigon, from Nagasaki, Mr. T. Kinsido, from Shanghai, Messrs. Fournier and G. Jean Baptiste; for Singapore, from Shanghai, Mr. Boemken; for Colombo, from Shanghai, Messrs. J. B. Vaughan and George Drokedis; for Port Said, from Yokohama, Messrs. Abben Jose and Janhe Joseph; for Marseille, from Yokohama, Miss Windstetter, from Nagasaki, Messrs. Agnew, Knott, Krenfort, and Martel; Santa Fe de Bogota and Salamanca, from Shanghai, Messrs. de Boller, Trint, de Vivronnort d'Orvieu, E. Guyet Fort, Deney, Maré, Elsegroot, Lezoux, de la Roche Crochard d'Away, Laquelle, Protet, Guizard, Beaure, Alhouette, Remy and Vallin.

Per. *Thos. Mauro*, from Hongkong, for London, *Chas. Mr. and Mrs. Hymowitz*, for Ohio, *Mrs. Russ. Mrs. T. R. Vaughan*, Misses *G. Smith and K. Mori*, Captains *G. T. Blackland and A. Ramsay*, Dr. *T. Inouye*, Messrs. *G. E. Williams*, *W. O. A. Shepherd*, *V. van Nemethy*, *S. Sato*, *T. Toshimoto*, *T. Tsuruguchi*, *N. Ozaki*, *J. Asai*, *S. Simon*, *Yamaguchi*, *G. Wooley*, *T. D. Coulter* and *L. Leborvitz*.

PURE FILTERED HIGH-CLASS AERATED WATERS

THE very best obtainable. As prepared in MANCHESTER. Don't fail to try these NEW and DELICIOUS AERATED DRINKS. EXCELLENT and CHEAP. *Kola Champagne*, *Cherryade*, *Oxygene*, *Champagne*, *Orange Lemon*, *Strawberry*, *Spiced Ginger Ale*, *Tonic Champagne*, *Vanilla Water*, *Brown Tonic*, *Ale*, &c. &c. Please address THE ROYAL AERATED WATER'S MANUFACTORY, WORKS, WEST POINT, Or. F. F. DANENBERG. Telephone. 367. Price List and Order-book on Application. 1674

SHIPPERS
Cutler, Palmer & Co., London
AGENTS
LANE, CRAWFORD & CO
HONG KONG.

TYPEWRITER

THE "LATEST" AND THE "LEADING"
TYPEWRITER.

WRITING ALWAYS IN SIGHT
Pamphlets, and all particulars can be had at
LANE, CRAWFORD & CO
SOLE AGENTS FOR
HONGKONG AND MANILA
Hongkong, 26th May, 1902. 148
CHUNG NGOI SAN PO
(Chinese Daily Press).
PUBLISHED DAILY.
is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.
Established for nearly FORTY YEARS
circulates largely throughout Southern China,
Canton, China, &c.
Terms for Advertising (Translations free) can
be obtained at the Office, 14, Des Voeux Road
Central, Hongkong, 131, Fleet Street, London
or from the different Agents.
Documents translated from or into Chinese
or Colloquial Chinese.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

Star, SPECIAL—The finest of all "Peg" WHISKIES at
 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at
 Stupendous rank, Smoky Stuff, because "it comes through the SODA."
 HAY & HAY'S WHISKIES; pure, mellow, matured, non-smoky, delicate fla-
 vour tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

W. Andrews Mrs. F. Moreno Localle

Name		Home	Parliament	1890	1895	1900	1905	1910	1915	1920	1925	1930	1935	1940	1945	1950	1955	1960	1965	1970	1975	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065	2070	2075	2080	2085	2090	2095	2100	2105	2110	2115	2120	2125	2130	2135	2140	2145	2150	2155	2160	2165	2170	2175	2180	2185	2190	2195	2200	2205	2210	2215	2220	2225	2230	2235	2240	2245	2250	2255	2260	2265	2270	2275	2280	2285	2290	2295	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	2360	2365	2370	2375	2380	2385	2390	2395	2400	2405	2410	2415	2420	2425	2430	2435	2440	2445	2450	2455	2460	2465	2470	2475	2480	2485	2490	2495	2500	2505	2510	2515	2520	2525	2530	2535	2540	2545	2550	2555	2560	2565	2570	2575	2580	2585	2590	2595	2600	2605	2610	2615	2620	2625	2630	2635	2640	2645	2650	2655	2660	2665	2670	2675	2680	2685	2690	2695	2700	2705	2710	2715	2720	2725	2730	2735	2740	2745	2750	2755	2760	2765	2770	2775	2780	2785	2790	2795	2800	2805	2810	2815	2820	2825	2830	2835	2840	2845	2850	2855	2860	2865	2870	2875	2880	2885	2890	2895	2900	2905	2910	2915	2920	2925	2930	2935	2940	2945	2950	2955	2960	2965	2970	2975	2980	2985	2990	2995	3000	3005	3010	3015	3020	3025	3030	3035	3040	3045	3050	3055	3060	3065	3070	3075	3080	3085	3090	3095	3100	3105	3110	3115	3120	3125	3130	3135	3140	3145	3150	3155	3160	3165	3170	3175	3180	3185	3190	3195	3200	3205	3210	3215	3220	3225	3230	3235	3240	3245	3250	3255	3260	3265	3270	3275	3280	3285	3290	3295	3300	3305	3310	3315	3320	3325	3330	3335	3340	3345	3350	3355	3360	3365	3370	3375	3380	3385	3390	3395	3400	3405	3410	3415	3420	3425	3430	3435	3440	3445	3450	3455	3460	3465	3470	3475	3480	3485	3490	3495	3500	3505	3510	3515	3520	3525	3530	3535	3540	3545	3550	3555	3560	3565	3570	3575	3580	3585	3590	3595	3600	3605	3610	3615	3620	3625	3630	3635	3640	3645	3650	3655	3660	3665	3670	3675	3680	3685	3690	3695	3700	3705	3710	3715	3720	3725	3730	3735	3740	3745	3750	3755	3760	3765	3770	3775	3780	3785	3790	3795	3800	3805	3810	3815	3820	3825	3830	3835	3840	3845	3850	3855	3860	3865	3870	3875	3880	3885	3890	3895	3900	3905	3910	3915
------	--	------	------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

E. Higgins	Mr. L. J. Thomas	Bolt	1862
W. Hills	Dr. J. C. Thomson	Calm	2979
		C. S. Johnson	

[illegible]

Mrs. Sawyer
Mr. A. Sinclair

Shadow Forest
t. Lindgren
Grimble
Hamilton
Mrs. R. M. Hazen
O. Heron
C. Col & Mrs. Heron
and child

CHAIRSBURN HOTEL
Boston
J. Deon
Mrs. C. George

Mr. A. G. Stokes
Mr. J. O. C. Spack-
hever
Mr. H. Strawn
Mr. J. S. Thomson
Mr. & Mrs. H. S. Yang-
tner and children
Mrs. W. Wilson & child

Barometer
Thermometer
Humidity
Wind
Force
Direction
Rain

Highest open air temperature 75° at 11 A. M.
Lowest open air temperature 62° at 10 P. M.
Highest "Wet-bulb" temperature 68° at 11 A. M.
Lowest "Wet-bulb" temperature 54° at 10 P. M.
Highest "Wet-bulb" depression 14° at 10 P. M.
Lowest "Wet-bulb" depression 14° at 10 P. M.
Highest "Wet-bulb" depression 14° at 10 P. M.
Lowest "Wet-bulb" depression 14° at 10 P. M.

Civil Hospital

CONVICTS AT HOUSE.		M. and Mrs. Langford		M. and Mrs. O'Grady		M. and Mrs. O'Grady		M. and Mrs. O'Grady	
NAME.	AGE.	NAME.	AGE.	NAME.	AGE.	NAME.	AGE.	NAME.	AGE.
de N. Ableson	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
Allison	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
Button	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
Edmondson	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
Dufour	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
W. G. aydon	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
G. Hosky	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
L. Humphreys	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
QUEEN'S HOTEL.		M. and Mrs. O'Grady		M. and Mrs. O'Grady		M. and Mrs. O'Grady		M. and Mrs. O'Grady	
A. Mrs. Anderson	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
Caulton	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
Corbett	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
Good	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47
Hurly	47	Mr. E. de la Rama	47	Mr. F. J. Morse	47	Mr. K. W. Mounsey	47	Mr. J. H. Moore	47

two children
ent

Mr. and Mrs. Ward and
children

NOBEL'S SECRETING F

[illegible]